

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-32R-301T Saratoga II TC, G-MAIE	
<b>No &amp; Type of Engines:</b>	1 Lycoming TIO-540-AH1A piston engine	
<b>Year of Manufacture:</b>	1998 (Serial no: 3257046)	
<b>Date &amp; Time (UTC):</b>	12 April 2016 at 1300 hrs	
<b>Location:</b>	Daedalus Airfield, Hampshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose gear collapse, damage to propeller, engine, engine cowling and nosewheel gear doors	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	4,061 hours (of which 35 were on type) Last 90 days - 78 hours Last 28 days - 31 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries made by the AAIB	

**Synopsis**

During a flight from Bournemouth Airport to Daedalus Airfield, the aircraft suffered a rough running engine. The pilot elected to cross Solent Waters to continue the flight to Daedalus. However, the final approach to Daedalus was aborted as a glider was occupying the runway and, during the subsequent attempted go-around, the engine failed to respond and the pilot was forced to land in a grass field short of Runway 23. The aircraft suffered substantial damage.

**History of the flight**

Having spent 30 minutes on the ground at Bournemouth Airport the pilot took off in G-MAIE to return to Daedalus Airfield, from where he had departed earlier in the day. After levelling at 1,800 ft amsl, the pilot selected cruise power and turned the electric fuel pump off. Shortly afterwards, the engine began to run roughly, so the pilot selected the electric fuel pump back on and changed fuel tanks. These actions had no effect on the rough running engine so the pilot leaned the fuel mixture, also to no effect, before returning the mixture to fully rich.

As the aircraft was now halfway to Daedalus Airfield he elected to continue the flight, crossing Solent Waters, for a downwind join for Runway 23. No PAN call was transmitted. When downwind, the pilot saw a glider and tug aircraft operating on the airfield and made a radio call to announce his position. In response he was informed that the glider launch

would be expedited but, on finals at 300 ft agl, the glider had yet to begin its takeoff roll, and the pilot applied power to go-around. However, the engine did not respond and the aircraft was forced to land in a grass field short of Runway 23.

The aircraft sustained substantial damage but the uninjured pilot was able to vacate the aircraft after turning off the fuel and electrics. A total of 50 US gallons of fuel were found onboard the aircraft and testing showed that no water or other contaminants were present. The engine and ancillaries were also removed and sent for overhaul, but, despite extensive examination, no fault was identified.